Table 3–15. Annual Average Daily Traffic, Road Congestion, Truck Percent, and Highway Accidents for US-191 and I-70 in 2001

Road Segment (or MP[a])	AADT	Congestion	Truck Percent	Accidents[b]		Rate
				Expected	Actual	
On I-70, 7 miles west of Crescent Junction (Floy Wash area)	7,040	No	16	0.81	0.31	Less than expected
On I-70 just east of US-191	7,030	No	15	0.81	0.9	More than expected
On US-191 at Crescent Junction and I-70	2,855	No	30	1.95	1.08	Less than expected
US-191 and MP 140.8-141.8	2,855	No	30	1.72	1.92	More than expected
US-191 and MP 138.2-139	2,855	No	30	1.72	0.43	Less than expected
US-191 and MP138.2	2,855	No	30	1.72	0.43	Less than expected
US-191 and SR-313 (MP137.2)	2,855	No	30	1.72	1.71	Less than expected
US-191 and entrance to Arches National Park (MP 131.27)	2,855	No	30	1.72	1.3	Less than expected
US-191 Junction with SR-128 (MP128.62)	5,520	No	16	2.01	0.92	Less than expected
US-191 and North Moab city limits (MP127.43)	5,942	No	10	1.77	0.7	Less than expected
US-191 and Central Moab (MP 126.26)	16,045	High	4	1.77	3.5	Much more than expected
US-191 and San Juan/Grand County line (MP 119.44)	8,510	No	14	2.01	1.02	Less than expected
US-191 and La Sal Junction at SR-46 (MP 103.91)	3,255	No	14	1.72	1.50	Less than expected
US-191 and Monticello (MP 72.14)	3,110	No	14	1.72	7.72	Much more than expected
US-191 and south Blanding city limits (MP 50.13)	7,450	No	7	1.72	0.99	Less than expected
US-191 and SR-95, 4 miles south of Blanding (MP 47.47)	3,970	No	10	1.72	2.29	More than expected
US-191 and White Mesa Mill site (MP 44.61)	2,861	No	13	1.72	1.47	Less than expected

[a]MP is mile point along the road measured from the Arizona-Utah state line.
[b]Accidents rates are based on actual number of crashes per 1 million miles of vehicular travel and compared to expected numbers of accidents per 1 million miles of vehicular travel.
Reference: UDOT 2002a; Ames 2003.

Although US-191 is part of a national truck route that originates in Texas and ends in Washington, with several exceptions (notably in Moab), this highway does not carry large traffic volumes, is not considered congested or operating near capacity, and has a low accident rate (Ames 2003). Figure 3–21 shows area roads, AADT on US-191, areas with accident rates that are higher than expected, and the location of the Union Pacific Railroad.

Peak traffic levels in this area are reported between the months of March and October, when the average daily traffic (ADT) volumes may increase by as much as 77 percent between February and March and peak traffic occurs in May or June. Between October and November, the ADT may reduce by an estimated 35 percent (UDOT 2002a). Table 3–16 provides average monthly vehicle travel for the period of 2000 to 2002. The 12-month period in 2002 showed a 4-percent increase over the 2001 time period.